

# **MULE BARN ROAD COMMERCIAL PUD**

**Ordinance No. 2107-PUD-20**

**WESTFIELD INDIANA**

## Mule Barn Road Commercial PUD

### Items of Concern

- ☐ Buffering/Landscaping
- ☐ Building appearance and lighting
- ☐ Hours of operation and noise
- ☐ Traffic/Road Improvements

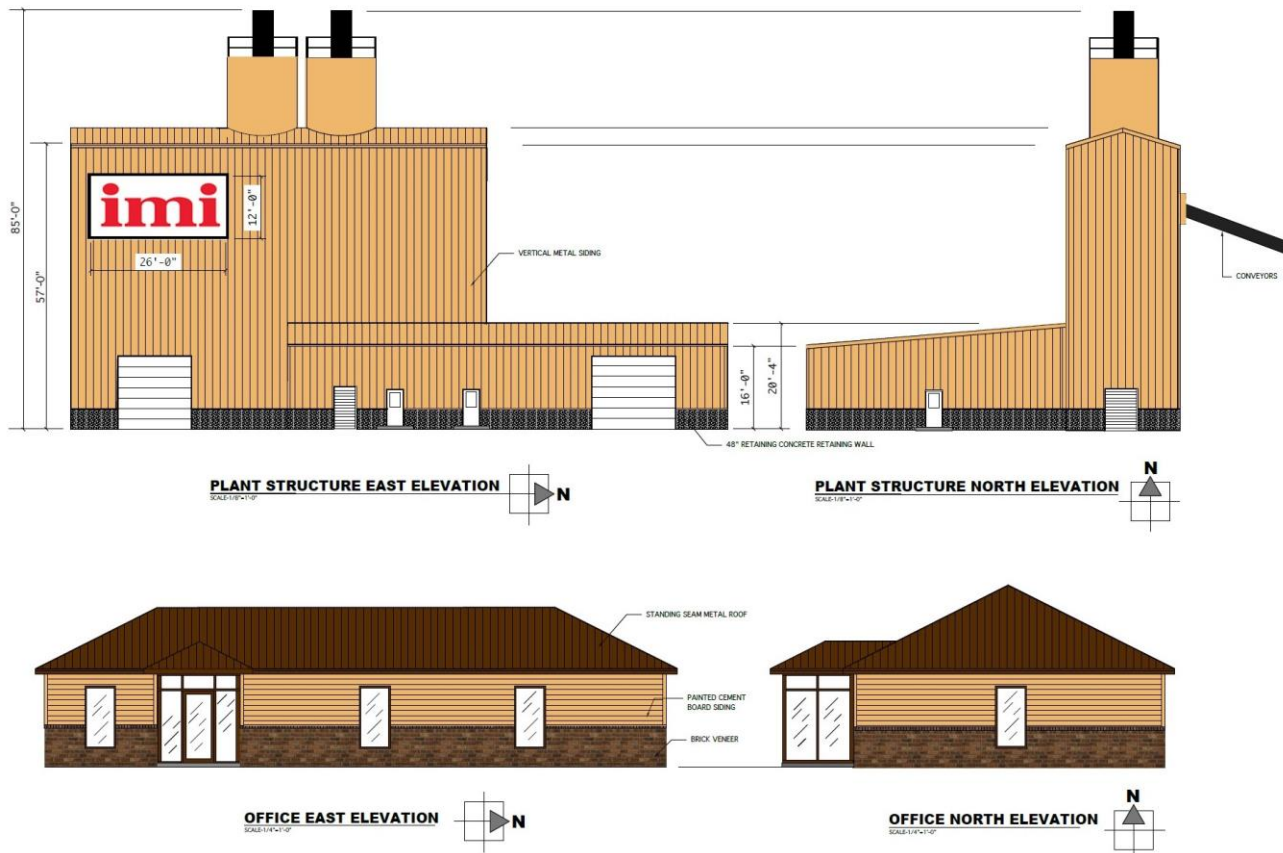


Site Location Map



## Site Layout

In response to the questions about landscape and buffering we have amended the PUD language as requested and added notes on the exhibit requiring 4-6 foot minimum berms and plantings.



## Building Elevations

The PUD requires to meet the standard Westfield light ordinance which precludes light pollution while still adhering to the OSHA standards required for a safe plant. In addition, all lighting will be below 25 ft in height and directional. Standard plant hours of operations will be 7am-5pm



June 23, 2019

Mr. Terry Jones  
Irving Materials, Inc. (IMI)

Dear Mr. Jones,

784 County Rd 125 W, Scottsburg, IN 47170– OSHA HC Noise Dosimetry Results

Matthew Cook, CIH CSP, of Pinnacle Health and Safety, LLC collected two (2) area noise dosimetry samples for concrete plant operations on June 21, 2019 at the IMI facility located in Scottsburg, Indiana per the request of Tyler Kalber, IMI. Dosimeter badges (make: 3M model: Edge5) were used to obtain the samples. The dosimeters were placed on tripods at a distance of 300 and 700 feet from the plant silos, respectively, to determine potential noise generation during typical operations over a 9 hour period.

Results of the area sampling are listed in Table 1. One sample located 300 feet northwest of the silo did not record a detectable dBA level due to sound levels not exceeding the OSHA-specified threshold value during the sampling period. The second sample located 700 feet southeast of the silo recorded an integrated time weighted average (TWA) exposure of 30.2 dBA due to peak sound levels (possibly from nearby traffic).

The sound level from a source is reduced substantially as distance increases. According to the Inverse Square Law, the sound level measured from a source will decrease by 6 dB (unweighted decibels) every time the distance is doubled. For example, if a sound level measured 70 dB at a distance of 50 feet from the noise source, then the sound level would measure 64 dB at a distance of 100 feet.

Common sources of residential noise include motorized equipment, appliances, and nearby roadways. For example, a typical gas mower at a distance of 3 feet is reported as being approximately 90 dBA (faa.gov). A vacuum cleaner at a distance of 10 feet from the source is reported as being approximately 70 dBA (faa.gov). Normal human speech at a distance of 3 feet from the sound source is reported as being approximately 60 dBA (faa.gov).

The samples collected during this survey are representative of the typical plant operation existing at the time and location of the survey. Please contact Beauregard Middaugh at (760) 765-1590, if you would like any additional information regarding this report. Thank you for using Executive, Health, & Safety, LLC.

Sincerely,

President, Executive Health and Safety, LLC.

A handwritten signature in blue ink, appearing to read "Beauregard Middaugh".

Beauregard Middaugh, PhD, MS, CIH, CSP, OHST, NRRCC-CHO

Sounds Study

IMI had commissioned a noise study for a comparable batch plant in Scottsburg where at 300 feet for a 9-hour time period the noise was non-detectable or below any sound level and at 700 feet it was only an average 30 decibels over a 9-hour time frame. As a comparison 34-40 decibels is the same as a bird making noise or library.



July 26, 2021

Subject: Mule Barn Road and SR 32 Intersection

To: APC Members

**Mayor**  
Andy Cook

**City Council**  
Joe Edwards  
Scott Willis  
Jake Gilbert  
Scott Frei  
Mike Johns  
Cindy L. Spoljaric  
Troy Patton

**Clerk Treasurer**  
Cindy J. Gossard

There have been concerns raised about the safety of the intersection of SR 32 and Mule Barn Road as it relates to future truck traffic from the proposed IMI concrete development. It is true that improvements to the intersection and to Mule Barn Road are desirable. The City of Westfield Engineering Department currently has a Mule Barn Road widening project under design which will make substantial improvements to Mule Barn Road. Additionally, the City is working closely with INDOT to expedite the needed improvements at the intersection of Mule Barn Road and SR 32.

The Mule Barn Road widening project is scheduled for construction in 2022. Because State Road 32 is a state highway owned and maintained by INDOT, I cannot guarantee a date by which the intersection improvement will be completed. However, I can assure the APC and City Council that we are working to expedite that project to the best of our ability.

Lastly, it is my opinion that the increase in trucks caused by the IMI Development will not substantially worsen the safety conditions at this intersection. The City of Westfield team will continue to work with our partners at INDOT towards a long term intersection improvement at this location.

Sincerely,

John Nail  
City Engineer  
City of Westfield

**Public Works Department**

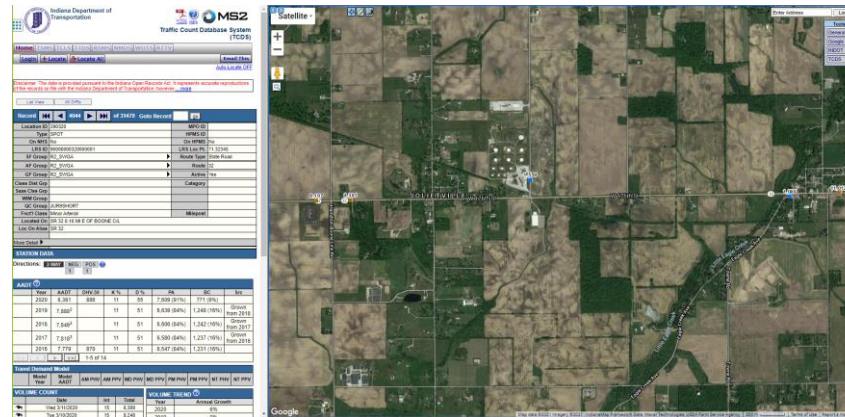
(317) 804-3100 office  
(317) 804-3190 fax  
2706 East 171st Street  
Westfield, IN 46074  
[westfield.in.gov](http://westfield.in.gov)

Per this letter from City Engineer Jonathan Nail and conversations with the Director of Public Works, the City of Westfield is in the process of widening both Mule Barn Road and making improvements to the intersection of Mule Barn Road & State Road 32

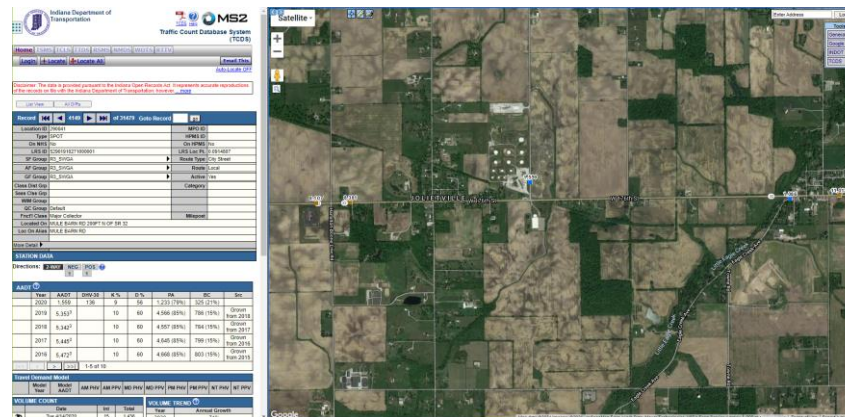
Traffic/Road



SR 32 & just west of Mule Barn Road– 2020 Daily traffic of 8,381 vehicles per day



Mule Barn Road– 2020 Daily traffic of 1,559 vehicles per day



Proposed additional traffic would be less than 100 trips per day

Traffic/Road

MULE BARN ROAD COMMERCIAL PUD 2107-PUD-20



- ☐ 10 Fixed Employees @ Site with 8 concrete trucks
- ☐ The desire is to provide this perishable product that is in high demand in Westfield at a location that is close to the customer. IMI's closest facility is Lebanon and this location will allow it to better serve its existing customer base.
- ☐ Increase in Commercial taxes; road impact fee to help
- ☐ No Incentives or Abatement Requested